



Development Areas

This drawing shows the Cambridgeport revitalization area divided horizontally into five sections to allow detailed examination of areas with common design and development concerns.



Area 1

Gateway to the Revitalization Area

The intersection of Sidney Street and Massachusetts Avenue shown in the photograph becomes the gateway to the revitalization area in the urban design plan. Suggested development in this area, between Massachusetts Avenue and Franklin Street, includes retail, commercial, and residential uses.



Area 2

Simplex Area

This view of the former Simplex Wire and Cable Company site shows vacant land that is available for development. In this area, the scale and density of development proposed by the urban design plan increases gradually from townhouses on Brookline Street to medium-scale research and development facilities along Sidney Street, up to ten-story buildings on Landsdowne Street.



Area 3

Mid-Cambridgeport Area

Pat's Tow Service on Pacific Street is familiar to many residents of Cambridge. The plan shows a low-scale building suitable for light manufacturing on this site. This area, between Pacific and Erie Streets, already includes a variety of industrial and service companies. The park shown between Sidney and Brookline Streets separates the residential and industrial areas.



Area 4

Fort Washington Area

The sites north and south of Fort Washington are available for development. This area, between Erie Street and Putnam Avenue, now includes a mix of residential and business uses. West of Sidney Street are mostly two- and three-family dwellings, while light manufacturing companies occupy the land towards the railroad tracks. New business development on sites adjacent to historic Fort Washington should contribute architecturally to the historic setting.



Area 5

Cambridgeport Riverfront

This view of the Ford Assembly Plant building shows its large parking lot and windowless rear wall. Redevelopment of this site next to Memorial Drive and the Charles River can mitigate some of the conflicts that stem from the closeness of industrial buildings to homes in the vicinity. The streets and traffic patterns are modified in the urban design plan to handle the increased volume of traffic associated with new development in the revitalization area.

Area 1

Area 2

Area 3

Area 4

Area 5



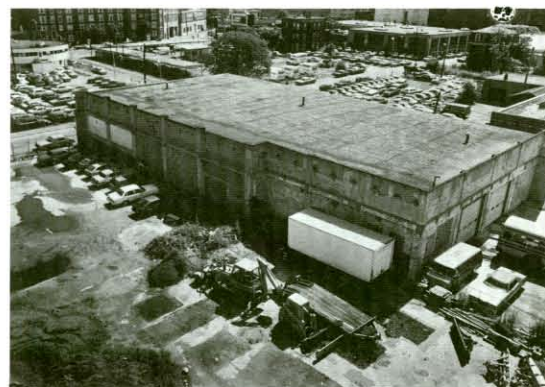


Area 1 Gateway to the Revitalization Area

The urban design plan establishes this area as a gateway to Cambridgeport by encouraging appropriate development around the entrance at Lafayette Square on Massachusetts Avenue, improving access throughout the area, and planning suitable open space improvements.

The portion of Massachusetts Avenue bordering this area lies between Central Square on the west and the MIT campus on the east. It is a busy route, lined with small restaurants, bars, and automobile sales and service businesses in one- to six-story buildings. The traffic flow at Lafayette Square is particularly heavy, with vehicles feeding into the intersection from Massachusetts Avenue, Main and Columbia Streets.

Lafayette Square is an appropriate location for a hotel with moderately priced rooms, catering to both general and MIT-related business. In the plan, the ground floor includes retail stores and restaurants to encourage both day and night activity and



The potential for development in Area 1 is evident in this view of the blocks between Franklin Street and Massachusetts Avenue.

pedestrian traffic. Medium-density housing in an eight- to ten-story structure is suggested on the site across Sidney Street from the hotel.

Rehabilitation should be encouraged where appropriate. Some examples of late nineteenth and early twentieth century architectural styles, such as the Kennedy Building, the fire station, and the New England Confectionery Company building, are worthy of preservation.



This view down Sidney Street shows the need for an inviting entrance to the revitalization area.



The Revitalization Plan encourages renovation of older buildings along Massachusetts Avenue.



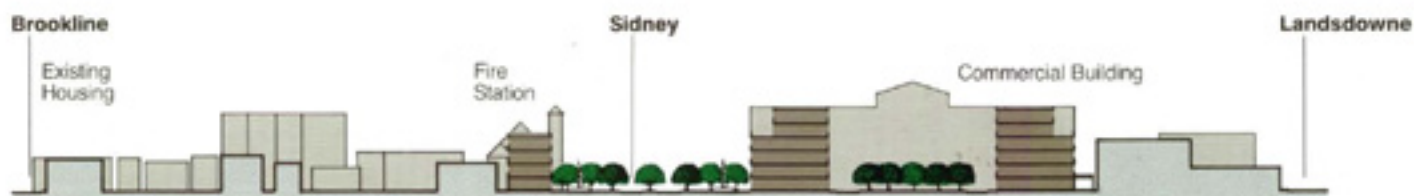
Design Concept. The plaza at Lafayette Square is a gateway connecting the revitalization area to Massachusetts Avenue. New housing and commercial development flank the landscaped plaza. A smaller park off Green Street serves as a courtyard for the commercial development, which includes a hotel and offices. Sidney Street is widened and lined with trees, continuing the gateway theme into the rest of the redevelopment area.

Proposed Development Summary

Land Area — 220,000 sq. ft.
Total Floor Area — 560,000 sq. ft.
Floor Area Ratio — 1.75 to 3.0



Site Plan. Most of the new buildings shown in Area 1, including the 250-room hotel, have commercial uses on the ground floor. Cafes, restaurants, and shops promote pedestrian activity on the plaza and sidewalks. A 500-car parking garage is reached from Green and Franklin Streets.



Section. Looking north towards Massachusetts Avenue.



Area 2 Simplex Area

Area 2, between Franklin Street and Pacific Street, contains the most extensive sites of land that are vacant or available for development in the Cambridgeport revitalization area. The urban design plan shows development that increases in scale and density as it moves away from the residential area of Brookline Street. Low-density townhouses are shown along Brookline Street, while four- to six-story commercial and research and development buildings line Sidney Street, a block to the east. Between Sidney and Albany Streets, taller buildings – up to nine stories – are shown.

In the early phases of development, sites east of Landsdowne Street are used for parking lots to serve nearby development.



In the early 1970's, many of the Simplex Wire and Cable Company's buildings were razed, leaving acres of vacant land.



In a later phase, a parking garage could replace the lots, providing room for additional construction.

The factory and warehouse buildings between Landsdowne and Albany Streets date from the early twentieth century; many of these have been successfully rehabilitated for new uses. Renovation of the remaining buildings, if architecturally and financially feasible, is encouraged.

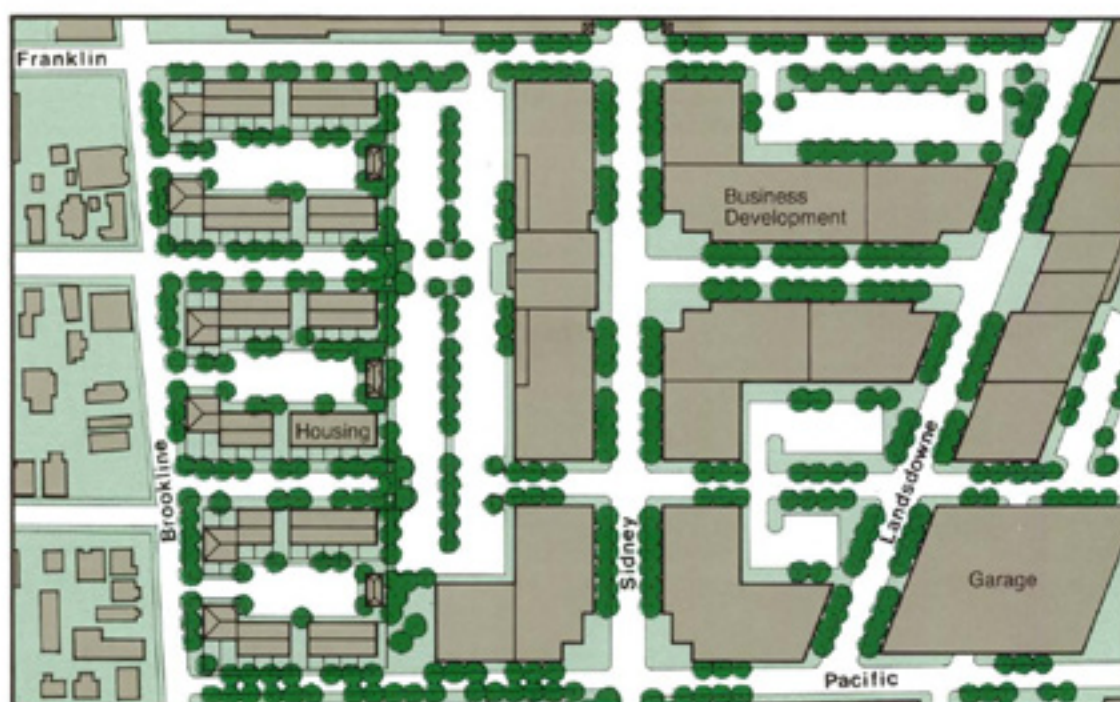
The transportation improvements suggested for Sidney Street in Area 1 continue in Area 2. Traffic would flow from Sidney Street along Pacific Street to Landsdowne and Albany Streets and possibly across the railroad tracks to Vassar Street on the proposed Pacific Street extension. The absence of cross streets in the block between Brookline and Sidney Streets will divert business traffic away from the residential area. Landscaping down the center of the block will further separate the residential and business uses.



Design Concept. The low-scale townhouses along Brookline Street are a continuation of the adjacent residential area. The business area planned for the blocks east of Sidney Street includes medium-scale research and development buildings, with a higher scale of development permitted between Landsdowne and Albany Streets.

Proposed Development Summary

Land Area _____ 677,000 sq. ft.
 Total Floor Area _____ 1,121,000 sq. ft.
 Floor Area Ratio _____ .75 to 2.0



Site Plan. The 120 dwelling units shown in the plan are set back from Brookline Street to protect residents from traffic noise. Landscaped parking areas separate housing from business. A parking garage for 600 vehicles is on Landsdowne Street.



Section. Looking north towards Massachusetts Avenue.



Area 3 Mid-Cambridgeport Area

Area 3, occupying a central location between Pacific and Erie Streets, includes light manufacturing and automobile services. The plan calls for further development of low-density, light manufacturing facilities.

The low height and scale of the buildings proposed in the urban design plan are suitable for manufacturing uses. The neighborhood-based Riverside/Cambridgeport Community Corporation has initiated discussions with MIT, the major landowner in Area 3, to consider options for marketing and developing some of its sites for industry.

Traffic to and from this area will use Pacific Street, which connects to Massachusetts Avenue via Sidney, Landsdowne, Albany, and Vassar Streets. The traffic pattern will limit access to the residential part of Cambridgeport and discourage trucks from using residential streets.



The block of land south of Pacific Street, between Brookline and Sidney Streets, is shown as a park, with a playing field, track, and playground. The park serves as a buffer between both existing and proposed housing, and industrial and commercial uses. About half the block is owned by MIT and is used as a parking lot for tow trucks and moving vans. Three other sites on the block are now in active use. All of the sites would have to be acquired to build the park as illustrated.



Potential development sites in Area 3 are now used for parking lots and storage of vehicles.



Design Concept. The low-scale light industry shown along Pacific Street is similar to businesses already in mid-Cambridgeport. A park is strategically located between industrial buildings and homes to ease the transition between those normally incompatible uses.

Proposed Development Summary

Land Area _____ 221,000 sq. ft.
 Total Floor Area _____ 83,000 sq. ft.
 Floor Area Ratio _____ .5



Site Plan. The park will serve both new and existing residential areas. East of the park are one- and two-story industrial buildings with on-site parking.



Area 4 Fort Washington Area

Sites to the north and south of Fort Washington are vacant and hold the most promise for development in Area 4. The urban design plan suggests design and land use guidelines to protect the character and appearance of the historic site. The plan will supplement regulations for the Fort Washington Historic District that was created by the City Council in 1982. The Historic District regulations give the Cambridge Historical Commission the authority to control the appearance of new construction within one hundred feet of the park's perimeter on the north, south, and west and within fifty feet on the east.

The Historic District was designated to encourage development that "will create an appropriate urban setting for this former residential square, . . . develop a residential

user population for the park," and improve pedestrian access to the park. A further objective is "to retain an open field of fire (50' wide) toward the River and Boston, recalling the original military purpose of the fort."⁴

The urban design plan shows the park framed on the north and south with low-scale buildings designed to complement the park setting and the brick facade of the rehabilitated American Science and Engineering building to the west. Uses appropriate to the present character of the area are recommended, such as office or light industry. Pedestrian access between Fort Washington and the river will be improved by an on-grade crossing of the railroad tracks.

⁴ Cambridge Historical Commission, *Final Report on the Proposed Fort Washington Historic District*, (1981).



Fort Washington is bordered by parking lots, the American Science and Engineering building, and railroad tracks.



Unused land in the railroad corridor could be used for transportation and open space improvements.



Design Concept. Structures of similar heights and building materials frame Fort Washington on the north and south. Parking areas are shown on the sides of the buildings away from the park.

Proposed Development Summary

Land Area _____ 98,000 sq. ft.
Total Floor Area _____ 38,000 sq. ft.
Floor Area Ratio _____ .5



Site Plan. Landscaping on Waverly Street and in parking lots complements the neighboring Fort Washington historic site. Improvements to the park include a walkway around its perimeter, the pedestrian crossing, and more trees.



Section. Through Fort Washington and adjacent areas, looking north.



Area 5 Cambridgeport Riverfront

Area 5 includes lower Cambridgeport from Putnam Avenue to Memorial Drive. The urban design plan illustrates changes in the traffic pattern and suggests buffers to separate residential and industrial uses.

To improve access to the area, both Sidney and Waverly Streets are extended south to the parking lot of the Ford Assembly Plant building and over to Brookline Street. This pattern would divert traffic from the residential neighborhood and improve traffic flow in lower Cambridgeport. The land required for these improvements is privately owned; for the street connections to be made, the City must establish public rights-of-way.

Along Brookline, Henry, and Sidney Streets, the plan shows housing development designed to be compatible with the Cambridgeport residential area. Part of the site is shown as parking for adjacent industrial uses. Landscaping along the streets and parking areas helps separate the residential and industrial uses and provides a buffer from traffic.



A storage yard for building materials is at the corner of Sidney and Chestnut Streets.

The former Ford Assembly Plant, a dominant structure in the neighborhood, is located by the Charles River with panoramic views of the river, parks, and Boston. The plan suggests renovation of the building for a mix of office and residential use with parking on the lower one or two floors. Retail stores are not recommended because of the amount of traffic they would generate. The plan shows how, by expanding into the parking lot, the total floor area of the building can be increased without making the structure taller.



Renovation of the former Ford Assembly Plant should take advantage of its architectural features and riverfront location. Neighborhood residents now see the windowless back wall and parking lot of the building.





Design Concept. The Ford Assembly Plant building should be rehabilitated to signal the entrance to the revitalization area from the riverfront. Behind the building, new road connections to Sidney and Waverly Streets can improve traffic circulation throughout the area. Parking lots help to buffer the residential area west of Sidney Street from traffic and business uses.

Proposed Development Summary

Land Area _____ 400,000 sq. ft.
 Total Floor Area _____ 395,000 sq. ft.
 Floor Area Ratio _____ .5 to 1.5



Site Plan. About 100 units of new housing are shown at a scale compatible with neighboring residences. The townhouses are set back in an arc from Henry and Sidney Streets to provide room for yards and landscaping.



Section. Through Ford Assembly Plant and adjacent areas, looking west.

A Proposal for Action

The City will implement the urban design plan, both by working with the private sector to encourage reinvestment and by seeking public funds to support redevelopment projects that benefit the public. In addition, rezoning the Cambridgeport revitalization area will ensure that regulations for the land uses and physical dimensions of new development follow the guidelines of the urban design plan.



The urban design plan increases the potential for redevelopment by showing graphically how the area should grow to realize the revitalization objectives for housing, jobs, open space, and transportation.

To promote the physical, social, and economic diversity of the neighborhood, the plan:

- identifies suitable locations for housing, business, and industry
- proposes a variety of business uses that will result in many different types of jobs.

To upgrade the physical and visual environment, the plan:

- requires landscaping and spatial buffers
- sets limits on the amount of development
- improves the traffic circulation pattern to protect residential areas from business traffic
- complements the scale of existing residential areas
- suggests new land uses in areas where they will be compatible with existing land uses.

To encourage balanced development, the plan:

- proposes a marketable balance of land uses
- allows development to proceed in phases while remaining in harmony with neighboring land uses
- reduces uncertainty about City goals for the area, thus improving the climate for financial decision-making.

Public Initiatives for Revitalization

The City has demonstrated its commitment to Cambridgeport revitalization by sponsoring a number of activities in the neighborhood. These include a three-year long planning study, assisted by funding from the Economic Development Administration and the Department of Housing and Urban Development. In addition, the City has sponsored Community Development Block Grant programs for housing, a \$408,000 Fort Washington roadway improvement project funded by a state economic development program, and over \$5 million of industrial revenue bonds for area businesses. The City will continue to seek funds to realize the objectives of the urban design plan.

Housing

Redevelopment in Cambridgeport provides opportunities for new and rehabilitated housing for a mixture of income groups, for rentals and home ownership, and for households of different sizes. The Revitalization Plan locates new housing adjacent to the residential neighborhood at a scale that will harmonize with nearby structures and in a quantity that can reinforce the residential character of the neighborhood without overwhelming it. The plan is concerned with building new housing and preserving the housing stock.

Rezoning will be necessary to support new residential activity as suggested by the urban design plan and to ensure that housing construction will be at a scale compatible with adjacent residential areas. As many as 200 to 300 housing units may be built over the next ten or twenty years.



The City will work with landowners and developers to encourage construction of housing to meet the needs of Cambridge residents of varying incomes, ages, and family sizes. Agreements will be sought from major landowners to provide low- and moderate-income units in housing developments. The City will also assist public, non-profit, or other developers in securing funds for housing units benefitting low- and moderate-income families. Funds might be used to write down land costs, lower interest rates for moderate-income buyers, or subsidize rents, depending on the availability and type of state and federal programs.

To preserve existing housing, the City will continue its Cambridgeport housing rehabilitation program, which is administered with the assistance of the Riverside/Cambridgeport Community Corporation (RCCC).

Business Development

New business development in the revitalization area will achieve the City's major economic goals by expanding the property tax base and by bringing jobs to Cambridge. The Revitalization Plan recognizes that a range of industrial and commercial businesses and job opportunities will benefit the Cambridgeport neighborhood by providing a

diversified economic base. An equally important part of the Revitalization Plan is a program to encourage existing businesses to remain.

To meet the business development objectives, the City will explore the use of locally-administered government funds to assist developers. Before entering into a joint venture, the City will evaluate the public benefits to be gained, especially jobs, taxes, and environmental improvements. Some funds, such as a federal Urban Development Action Grant (UDAG) or a state Community Development Action Grant (CDAG), are available only when they are matched by substantially larger private investments, following the concept of "leveraging."

The City will continue to assist businesses through use of industrial revenue bonds administered by the Massachusetts Industrial Finance Agency (MIFA). Low-interest loans stimulate business expansion to create more jobs and increase private investment. Companies in the revitalization area that have benefitted from MIFA financing include Kloss Video, Cambridge Research Laboratory, and Kurzweil Computer Products. MIFA funds new construction, building rehabilitation, and equipment purchases.

Rehabilitation of older buildings will be assisted by the Economic Recovery Tax Act, which took effect in January, 1982. The Act provides a new accelerated cost recovery program and substantial federal tax credits (up to 25%) for individuals or companies undertaking building rehabilitation. The credit is calculated as a percentage of rehabilitation expenses — 15% for buildings 30 years old, 20% for buildings 40 years old, and 25% for certified historic structures. Residential properties are eligible only in the latter category.

Some buildings in Cambridgeport, such as the Kennedy Building and the former Ford Assembly Plant, that are not now certified as historic structures have the potential for certification, and thus could be eligible for the maximum tax credit.

A city-wide employment strategy that promotes local hiring and encourages participation of private companies in training sessions for unskilled or semi-skilled Cambridge residents is now in place. The City



has established a placement office through the Eastern Middlesex Human Resource Development Authority (EMHRDA) to help companies find Cambridge workers. In addition, the City will support training programs for local job candidates to meet specific needs identified by employers.

Parks and Open Space

Everyone who lives, works, or does business in the Cambridgeport revitalization area will benefit from the Revitalization Plan's suggested open space improvements: more attractive streets, more clearly defined residential and business areas, and a new recreational facility. The plan's proposals to plant trees, install new lighting fixtures, and relocate utility wires underground will improve the safety and visual quality of the public ways. Landscaping in private developments will enhance the area's image and will separate different land uses both visually and physically.

The City will pursue the opportunity to create a park in the Cambridgeport revitalization area. The location of the park in the urban design plan smoothes the transition between residential areas and active business uses. The City will continue to improve parks in the revitalization area with funds from the Community Development Block Grant program.

Transportation

The Cambridgeport Revitalization Plan proposes a redesigned transportation system that will relieve traffic congestion in the redevelopment area while protecting adjacent residential areas from traffic impacts. The plan suggests street repairs, improved traffic patterns, and additional bus service to the area.

The activities shown in the urban design plan will require improvements to the Lafayette Square intersection and to Sidney Street between Massachusetts Avenue and Pacific Street. Modifications will be needed near the Ford Assembly Plant building at Memorial Drive to keep traffic on major roads and away from residential areas of Cambridgeport. The proposed extension of Pacific Street across the railroad tracks to Vassar Street will also ease traffic flow through the area.

The City will seek agreements with developers and landowners to share in building the roadway connections necessary to serve new development. When private development plans are final and agree with the goals of the Revitalization Plan, the City will assist the construction of transportation improvements, subject to funding availability.

Zoning Guidelines

The Cambridgeport revitalization area should be rezoned to reflect the principles of the urban design plan in terms of uses, height and bulk allowances, landscaping, and open space. The zoning ordinance should also require public review of major projects in the revitalization area. The best methods for this review are Planned Unit Development (PUD) zoning or the special permit process administered by the Planning Board. Both of these processes require public hearings and possible design modifications before permission to build is granted. Thus, City residents may express concerns about proposals, and developers have a public forum in which problems may be resolved to allow projects to move ahead.

The following outline suggests rezoning proposals that further the goals of the Revitalization Plan. The revitalization area is divided into five sections corresponding to the five development areas of the urban design plan. For each area, a brief description of proposed regulations regarding use, height, and density is given.* Base zoning categories establish dimensional and use regulations. "Overlays" modify the base zoning to achieve specific features of the urban design plan. Special permits are required for large projects to insure public review and adherence to the goals of the urban design plan.

Area 1

Gateway to the Revitalization Area

The urban design concept calls for commercial and residential development in this portion of the revitalization area. The plan shows the greatest heights and densities in



* For a description of zoning terms and principles, see the Cambridge Community Development Department's *Zoning Primer*, (1981).

the two blocks south of Massachusetts Avenue. Rezoning should establish a floor area ratio (FAR) of about 3.0 and maximum heights of 10 to 12 stories.

Area 2 Simplex Area

The urban design plan shows low-scale residential development along Brookline Street, stepping up to higher density office and research and development uses in new and renovated structures in the rest of the area. Rezoning should allow as-of-right residential use along Brookline Street (.75 FAR, 3 or 4 stories), and office, research and development, or light industrial use elsewhere in the district (1.5 FAR, 7 or 8 stories). Zoning overlay districts should impose additional restrictions or bonuses to ensure gradation in the scale of development from as-of-right low density at Brookline Street, to somewhat higher densities in the middle (1.5-2.0 FAR, 7 or 8 stories), and to the most intensive development in the east (up to 2.5 FAR, 8 or 9 stories). Private developers who assist in roadway improvements at Lafayette Square and Memorial Drive might be permitted height and floor area bonuses above the as-of-right level.

Area 3 Mid-Cambridgeport Area

The urban design plan encourages the expansion of existing low-scale industrial uses rather than development of only office and research activities. Rezoning should allow an FAR of 1.5 and heights of 5 or 6 stories. Limited office use should be allowed or it should be accessory to industry. Incentives should be provided to encourage existing industry to stay.

Area 4 Fort Washington Area

The mixed-use nature of this area, with residences toward Brookline Street, and office and light industrial uses elsewhere, is continued in the urban design plan. New zoning should allow an FAR of 1.5 and heights of 7 or 8 stories, except for properties adjacent to residential districts, where the height limit should be lower.

Area 5 Cambridgeport Riverfront

The urban design plan suggests new residential construction to protect and expand the existing residential neighborhood. The



Existing Zoning

The existing industrial zoning in the shaded area allows most non-residential uses with no height limit and an FAR of 4.0. New zoning regulations should identify appropriate uses and reduce permitted heights and densities in each of the five development areas.

plan also shows mixed residential and office uses in the Ford Assembly Plant building, with a better roadway connection to Memorial Drive. Rezoning should create a low-scale residential zone along Henry and Sidney Streets (.75 FAR, 3 or 4 stories) and encourage the reuse of the Ford Assembly Plant building (2.0 FAR, 7 or 8 stories) with residential and office uses permitted. Roadway improvements could be tied to development allowances as suggested above for Area 2.

Conclusion

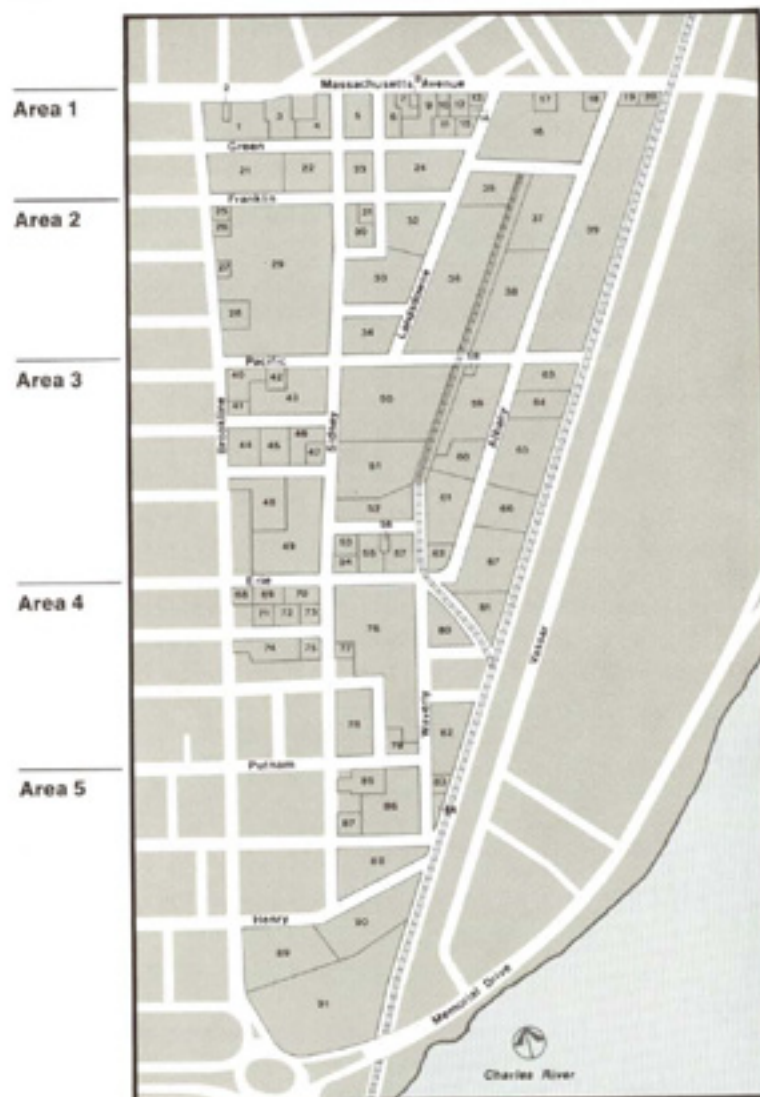
With this plan, the revitalization of Cambridgeport has entered a new phase. The City, community, and private developers must continue working to ensure that the revitalization area grows as envisioned in this publication. Support by all members of the community for this program of action can turn the Cambridgeport Revitalization Plan into a reality.

Appendix

Land Ownership*

Parcel	Owner	Sq. Ft.	Parcel	Owner	Sq. Ft.
1	M.I.T.	55,656	50	M.I.T.	138,716
2	Morris Freedman	2,000	51	M.I.T.	92,259
3	Salvation Army	27,000	52	Stimpson Properties	39,296
4	M.I.T.	18,646	53	Rotterdam Realty Corp.	11,633
5	M.I.T.	27,897	54	Stimpson Properties	12,149
6	Hollisian Realty Corp.	12,924	55	American Science & Engineering	23,057
7	M.I.T.	7,874	56	Bernice Shapiro	5,292
8	Hollisian Realty Corp.	2,285	57	Philip A. Kulin (Manlabs)	21,208
9	Fran Realty Corp.	22,210	58	Cambridge Electric	1,029
10	Hollisian Realty Corp.	5,154	59	M.I.T.	82,525
11	Anselmo Franceschelli	8,429	60	Wetherall Bros. Co.	30,632
12	M.I.T.	10,682	61	M.I.T.	57,917
13	Richard Salinsky (Bay State Petroleum)	6,074	62	Milton J. Zabarsky (Cambridge Tire)	13,779
14	Salvatore Scimone	1,245	63	M.I.T.	21,501
15	Kenneth Richmond	8,205	64	Robert Suleski (Lynn Sign)	24,656
16	NECCO	131,664	65	M.I.T.	79,521
17	Demetrious Barberis (Jenny Mfg. Co.)	8,709	66	Louis S. Cole (Atlantic Paper Box)	32,350
18	Theresa Ciullo	5,990	67	West Side Realty (Cambridge Tire)	57,293
19	Atlantic Richfield Co.	8,260	68	Stimpson Properties	7,779
20	M.I.T.	10,893	69	Central Pipe & Supply	17,959
21	M.I.T.	77,991	70	Alowe Realty	14,542
22	M.I.T.	34,000	71	Myerson Tooth	10,485
23	M.I.T.	28,985	72	John M. Mannix	11,279
24	M.I.T.	65,619	73	Milton Steinmetz	11,274
25	Paul Freedman	2,931	74	Myerson Tooth	27,251
26	American Cleaning Co.	4,474	75	Milton Steinmetz	10,078
27	Mary Sorrentino	5,003	76	American Science & Engineering	189,030
28	Margaret J. Gale (Russell's Engine)	13,360	77	Peter D. Haines	6,509
29	M.I.T.	318,158	78	Vappi	54,019
30	M.I.T.	20,719	79	California Products	13,391
31	Lawrence Metal Forming	9,332	80	M.I.T.	30,422
32	M.I.T.	51,586	81	M.I.T.	23,466
33	M.I.T.	65,488	82	M.I.T.	50,787
34	M.I.T.	49,977	83	California Products	6,027
35	M.I.T.	29,897	84	Penn Central	2,116
36	M.I.T.	135,479	85	John Desmond (Cox Engineering)	27,675
37	M.I.T.	76,708	86	California Products	63,870
38	Stimpson Properties	104,440	87	Arthur Dimeo	8,250
39	M.I.T.	203,133	88	William S. Simpson	60,737
40	Abraham Katz (EMF Supply)	18,703	89	M.I.T.	79,919
41	Emline Realty Trust	5,000	90	Henry Blake Realty	58,139
42	David Goose (Cambridge Smelting)	10,008	91	M.I.T.	200,975
43	M.I.T.	59,198			
44	Emline Realty Trust (Banda)	23,812			
45	M.I.T.	26,157			
46	John Gross (Upholstery Modes)	27,018			
47	Stimpson Properties	8,566			
48	M.I.T.	43,527			
49	Stimpson Properties	114,786			

* Compiled from Cambridge Assessors' records and updated to 1982. Residences and City-owned land are excluded.



Land Ownership



Potential Development Sites

The urban design plan illustrates development on these sites. They are described in more detail on the next two pages.



The map of potential development sites is on the previous page.

Potential Development Sites

The urban design plan illustrates possible revitalization activity on the sites which are most likely to be developed. In the analysis which follows, all land and building areas are approximate.

Area 1

Gateway to the Revitalization Area

This area covers two blocks between Massachusetts Avenue and Franklin Street. Present land uses include a mix of commercial, retail, and industrial establishments. The buildings are of mixed quality, and one to six stories high. Transportation access is good.

Site A *Kennedy Building*
Land Area: 29,600 sq. ft. (0.7 acre)
Building Area: 42,500 sq. ft.

The building is architecturally significant and worthy of preservation and renovation.

Site B *Budget Rent-A-Car and adjacent sites*
Land Area: 73,200 sq. ft. (1.7 acres)

Land is generally underutilized with one-story buildings in poor condition. The frontage on Massachusetts Avenue is an asset for development.

Site C *Fenton Shoe block*
Land Area: 112,000 sq. ft. (2.6 acres)

The Fenton Shoe building is used for shoe manufacturing and may have future redevelopment potential. The rest of the block, used for parking and warehousing, is large enough to be developed.

Site D *Blocks between Green and Franklin Streets*
Land Area: 94,600 sq. ft. (2.2 acres)

These sites include several small buildings in poor condition and some parking lots.

Area 2

Simplex Area

In the area between Franklin and Pacific Streets, sites having a strong development potential total about 700,000 square feet. Much of the land is vacant and available for immediate development.

Site E *Simplex block*
Land Area: 343,900 sq. ft. (7.9 acres)

A one-story, 2.5 acre warehouse is the major building on the block. Three small parcels along Brookline Street are occupied for service or retail use.

Site F *Blocks between Sidney and Landsdowne Streets*
Land Area: 197,100 sq. ft. (4.5 acres)

Most of the land is vacant, except for buildings along Landsdowne Street that are leased by several small business establishments.

Site G *Land between Landsdowne Street and the railroad siding*
Land Area: 165,400 sq. ft. (3.8 acres)

The southern two-thirds of the block is identified as having immediate development potential. In this portion, several one-story structures are leased to small companies, but most of the land area is used for parking. The remainder of the block includes a vacant, four-story brick building dating from the early twentieth century. This structure should be preserved and renovated if possible.

Area 3**Mid-Cambridgeport Area**

The area between Pacific and Erie Streets is used primarily for manufacturing. Structures include one- and two-story warehouses and four-story manufacturing buildings. Four sites have been identified as having development potential.

Site H Block between Pacific and Tudor Streets
Land Area: 92,900 sq. ft. (2.1 acres)

The block includes a mixture of uses: retail, manufacturing, and parking. Structures along Brookline Street are in good condition.

Site I Pat's Tow Service
Land Area: 138,700 sq. ft. (3.2 acres)

This site is leased for parking of towed vehicles.

Site J Parking lot, corner of Albany and Pacific Streets
Land Area: 79,700 sq. ft. (1.8 acres)

Site K Parking lot between Lynn Sign and Atlantic Paper Box Co.
Land Area: 79,500 sq. ft. (1.8 acres)

Area 4**Fort Washington Area**

Between Erie Street and Putnam Avenue, the only sites which are vacant and available for development are adjacent to Fort Washington. The parcels are bordered on one side by the railroad tracks. Near the development sites, land is used for research and development and light manufacturing. The potential for development is limited because of the small size of the lots and the railroad spur cutting through the upper parcel.

Site L North of Fort Washington
Land Area: 53,900 sq. ft. (1.2 acres)

Site M South of Fort Washington
Land Area: 44,100 sq. ft. (1.0 acre)

Area 5**Cambridgeport Riverfront**

Land use is divided in the area between Putnam Avenue and Memorial Drive. The blocks west of Sidney Street are residential; the other blocks are used for industry or warehousing. Three blocks have been identified as potential development sites.

Site N Simpson block
Land Area: 60,700 sq. ft. (1.4 acres)

The site is currently used for warehousing.

Site O Block south of Henry Street
Land Area: 138,100 sq. ft. (3.2 acres)

One portion of the block is leased for a Teen Center and the other used for manufacturing and parking.

Site P Ford Assembly Plant building
Land Area: 201,000 sq. ft. (4.6 acres)
Building Area: 310,000 sq. ft.

The Ford Assembly Plant building is historically significant and structurally sound. The site has good regional access via Memorial Drive and the Boston University Bridge. The building, a Cambridgeport landmark, has strong development potential for renovation.

Business Establishments

Area 1

Massachusetts Avenue to Franklin Street

Middle East Restaurant	4	Brookline St.
Central Bowling Alleys	6	Brookline St.
Brookline Alleys	6	Brookline St.
TT the Bear's Place	10	Brookline St.
Fenton Shoe Corp.	129	Franklin St.
New England Food Cooperative	129	Franklin St.
Penta Engineering	129	Franklin St.
University Antiquaries, Inc.	129	Franklin St.
Atlas Importing Corp.	129	Franklin St.
Allied Appliance Co.	129	Franklin St.
Maintenance Service & Sales Corp.	20	Green St.
Jim Clark Moving Co.	32	Green St.
DeLeo Auto Body	80	Green St.
Sam's Lunch	7	Landsdowne St.
Harry Richmond Co.	13	Landsdowne St.
Colonial Engraving Co.	13	Landsdowne St.
University Auto Sales	158	Massachusetts Ave.
Arco	168	Massachusetts Ave.
Paradise Cafe	180	Massachusetts Ave.
Tech HiFi	182	Massachusetts Ave.
Piezzo Electrical Products, Inc.	184	Massachusetts Ave.
MIT Auto Repair, Inc.	220	Massachusetts Ave.
New England Confectionery Co.	254	Massachusetts Ave.
Best Petroleum Co., Inc.	266	Massachusetts Ave.
Fathers Fore	300	Massachusetts Ave.
Joyce Chen Restaurant	302	Massachusetts Ave.
Boston Volvo-Renault	304	Massachusetts Ave.
Central Auto Radiator Co.	318	Massachusetts Ave.
Cambridge Coach, Ltd.	324	Massachusetts Ave.
Dunham Footware	326	Massachusetts Ave.
Mandarin Restaurant	334	Massachusetts Ave.
Budget Rent-A-Car	356	Massachusetts Ave.
Subaru Sales	372	Massachusetts Ave.
Cambridge Army & Navy	424	Massachusetts Ave.
Finn Insurance Agency	428	Massachusetts Ave.
Cambridge Furniture	438	Massachusetts Ave.
Night & Day	450	Massachusetts Ave.
Bradford Cafe	454	Massachusetts Ave.
Marcellino Bridal Couture	456	Massachusetts Ave.
O.R.T. Value Center	458	Massachusetts Ave.
Wu Fu Restaurant	464	Massachusetts Ave.
Blum's Jewelry	468	Massachusetts Ave.
Supreme Pizza	470	Massachusetts Ave.
Vouro's Pastry	476	Massachusetts Ave.

Area 2

Franklin Street to Pacific Street

Otis Clapp & Sons	143	Albany St.
Paramount Coat Co.	143	Albany St.
Revelation Bra Co.	143	Albany St.
Sojourner	143	Albany St.
Good Impressions	143	Albany St.
Xanadu Printing and Graphic	143	Albany St.
Kurzweil Computer Products, Inc.	185	Albany St.
Cambridge Research Laboratory	195	Albany St.
Lawrence Metal Forming Corp.	77	Blanche St.
Auto Paint Supply & Equipment Co.	42	Brookline St.
Superior Security Service	48	Brookline St.
American Cleaning Co.	48	Brookline St.
Russell's Engine Rebuilding Co.	94	Brookline St.
American Speaker Systems, Inc.	38	Landsdowne St.
Charles River Publishing	45	Landsdowne St.

Good News Garage	51 Landsdowne St.
Industrial Insulation & Packing Supply	60 Landsdowne St.
Postmark	60 Landsdowne St.
B&M Auto Body, Inc.	67 Pacific St.

Area 3**Pacific Street to Erie Street**

Lynn Sign	230 Albany St.
Wetherall Brothers Co.	251 Albany St.
Atlantic Paper Box	270 Albany St.
H. A. Hovey Co.	271 Albany St.
Braun Co.	281 Albany St.
Cambridge Isotope Labs.	281 Albany St.
Cambridge Tire Company	290 Albany St.
EMF Electrical Supply	120 Brookline St.
Banda of Mass., Inc.	130 Brookline St.
Seferian Escadrille	7 Emily St.
Edward C. Jacob	16 Emily St.
Organic Carpentry & Woodworking	16 Emily St.
Woodgrain'ry	16 Emily St.
Cambridge Woodworkers	16 Emily St.
Luminous Engineering Corp.	21 Erie St.
Manlabs, Inc.	21 Erie St.
Dynatech R and D Co.	99 Erie St.
A&P Rental Co.	54 Pacific St.
Pat's Towing Service	32 Pacific St.
Jartran Truck Rental	82 Pacific St.
Cambridge Smelting Co.	100 Pacific St.
Cambridgeport General Welding	108 Pacific St.
Kloss Video Corp.	145 Sidney St.
Spaulding	148 Sidney St.
Apt Corporation	148 Sidney St.
Mass. Foundry, Inc.	158 Sidney St.
Boston Pipe & Fitting Co., Inc.	171 Sidney St.
Upholstery Modes, Inc.	15 Tudor St.
Broks Cabinets & Custom	15 Tudor St.
Cambridgeport Creative Workshops	15 Tudor St.
Atomic LTD, Inc.	27 Tudor St.
Apex Metal Forming, Inc.	29 Tudor St.

Area 4**Erie Street to Putnam Avenue**

Village Laundry Land	266 Brookline St.
Coffee Shop	268 Brookline St.
Stefani's Pizza	270 Brookline St.
Central Pipe & Supply Co.	100 Erie St.
Shilling	75 Hamilton St.
Myerson Tooth Corp.	90 Hamilton St.
P. C. Merrick Co.	18 Peters St.
Massachusetts Transportation	186 Sidney St.
Cambridge Trucking	187 Sidney St.
Eagle Cornice & Skylight	197 Sidney St.
Abstract Construction Enterprises	202 Sidney St.
Boston Transformer	202 Sidney St.
Alpha Co.	210 Sidney St.
Vappi & Co., Inc.	240 Sidney St.
American Science & Engineering	80 Waverly St.

Area 5**Putnam Avenue to Memorial Drive**

Polaroid Corp.	350 Brookline St.
Cox Engineering Co.	625 Putnam Ave.
John A. Penny & Co.	270 Sidney St.
William Simpson, Inc.	300 Sidney St.
California Products Corp.	169 Waverly St.



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